

A NEW EXTENSION FROM CONNELLSVILLE

Rumored Plan of New York
Central to Build
Road

LINKING VIRGINIAN RAILWAY

It Is Reported That Wabash and
Wheeling & Lake Erie Are Also To
Be Taken Over by New York Central
Company.

The sole topic of discussion among railroad officials in Pittsburgh Wednesday was an apparently well-authenticated rumor that the New York Central is maturing plans whereunder it may control even a greater proportion of the immense traffic of the Pittsburgh district than it now does, or will with its present connections, when the completion of the Western Maryland extension to Conneltsville, now building, will afford it an outlet to the South Atlantic seaboard.

These plans, according to the rumors, which by the way are given by the Central, contemplate the acquisition by the Central of the Wheeling & Lake Erie and Wabash-Pittsburgh Terminal, a deal with that end in view being under way, it is understood. Such an arrangement would give the Central another and shorter line from the Great Lakes right into the heart of the Pittsburgh territory with its stupendous tonnage and constitute virtually an air line from the Lake Erie ports of Cleveland, Huron and Toledo to tidewater at Baltimore, via Pittsburgh and Conneltsville over the rails of the Wheeling & Lake Erie, Pittsburgh & Lake Erie and Western Maryland, in addition to one at Norfolk via Columbus and Chesapeake, Va., over the rails of the Toledo & Ohio Central, which it owns, through the Lake Shore, the Kaawha & Michigan, a dependent feeder of the latter and the Virginia railway, which the Lake Shore purchased recently. It will be perceived, therefore, that the strategic position of the New York Central in the railway world would be well-nigh impregnable should it succeed in carrying through the ambitious schemes with reference to the Pittsburgh district with which it is credited.

In this connection, an interesting bit of information comes to hand in the form of a statement that it is the intention of the Central to connect the Pittsburgh & Lake Erie and the Virginian, which it is expected to take over from the Lake Shore shortly, by means of an extension of the former from Conneltsville to Tug River, a statement which, by the way, would seem to be well-grounded in view of the recent purchase of the Morgan interests of \$20,000,000 worth of coal lands in this State and West Virginia. The output of this immense field, virgin as yet, it is reported, be exported through the ports of Baltimore and Norfolk to Mediterranean ports, the route employed for the purpose to be utilized in bringing back iron ore from Spain as western freight. In fact, this recent move of the Morgan syndicate is believed to be preparatory for the big plans that are being worked out by the management of the New York Central Lines, in order that they may be in readiness to bid for and handle the excess of traffic that is bound to ensue shortly in this section.

And whatever way it is figured, Pittsburgh is certain to be the beneficiary, according to local traffic men.

AUTOMATIC BLOCK

System About Established in Conneltsville Division of B. & O.

With the next week trains on the Pittsburgh division of the Baltimore & Ohio railroad will be operated by the automatic electric block system which is in use on the largest roads of the country. The system is the same that has for years been used by both the Pennsylvania and Pittsburgh & Lake Erie roads and which has given satisfaction.

The new system is being installed between Pittsburgh and Conneltsville. It will probably be extended to the main line of the Conneltsville division in the near future. It will be used in connection with the telegraph block system now in use.

Under the automatic block system when a train enters a block it drops the signal to the danger position and trains following are not permitted to enter until the block is cleared. The system automatically indicated when a train clears both the first block and the one beyond.

It was stated today that it is not the intention to abandon any of the telegraph offices on the division as a result of introducing the automatic block system. Because of the heavy traffic on the Pittsburgh division it will be necessary to continue all the present offices to expedite the handling of trains.

The terminal block of the new system has been erected near the Baltimore & Ohio depot here and is being equipped in the proper manner. Other material which has been delivered to the division is being erected. The blocks vary in length from a few hundred yards to about three miles, according to the track and other conditions that prevail. Where traffic is heaviest the blocks will be closer together.

NEW YARDS

On the Western Maryland Railroad West of Cumberland.

The extensive new yards of the Western Maryland at Knob Mountain, about two miles west of Cumberland, are about finished and will soon be ready for use. Work on the yards has been going on for some months. The amount of grading necessary was long ago completed and practically all of the tracks have now been laid.

The yard begins just at the west end of the Y above the Knobley tunnel and extends about a mile westward along the river. It will have a capacity of about 1,500 cars.

The Auditors Canceled.

Between 50 and 60 auditors on Baltimore & Ohio passenger trains are to be relieved according to an order from Baltimore. It will mean a saving of \$50,000 a year in salaries.

CHRISTMAS TREAT

Will Be Given by Union Supply Company Next Monday.

The Union Supply Company will play Santa Claus as usual this year and gladden 50,000 little hearts with a big treat on Monday morning, December 26. All arrangements have been completed for the great treat by General Manager John Lynch and nothing has been left undone that would tend to the enjoyment of the children. On the morning of December 26 at exactly 9 o'clock, a real fire and up to date Kris Kingle will make his appearance at each of the 63 stores of the Union Supply Company in Fayette, Westmoreland and Allegheny counties. If there is one Santa Claus that can bring good cheer to the tots more than any other it will be those who perform in the company stores at the different works. One pound boxes of choice candy especially prepared for the occasion will be distributed to every child who appears at the store at the appointed hour.

General Manager Lynch has instructed each store manager to make his own arrangements for the monster treat. Scarcely all have different ideas but all have but one aim—to please the children and displace sadness with sunshine. There will be special features and entertainment on the morning of the treat. The stores are being decorated in an exquisite manner. Everything will be arranged in Christmas style and the much expected Kris Kingle will be there in all his glory. In many of the stores there will be a special concert. If the weather is favorable the children will march in regular order past Santa Claus and receive their packages of happiness directly from his hand. In case of inclement weather the children will be well cared for inside the store.

All the little ones will be treated alike, receiving a one pound box of choice sweet meats. None will be turned away disappointed as the store managers have been instructed to place candy in pound packages if the supply of box candy is exhausted before Santa Claus has visited all the children. Every child in the region is given a special invitation by Mr. Lynch to be present at any Union Supply store December 26 at 9 A. M. and receive the offering of the Union Supply Company.

NEW B. & O. YARDS.

Site Is Finally Decided on in Vicinity of Somerset.

Semi-official announcement is made that new B. & O. yards are to be located a short distance south of Somerset. The lands acquired by the company include the bed for many years submerged by the waters of Kanter's dam, the Collins brick and ice plant and a number of smaller adjoining parcels on the east side of Cox's creek. The large area formerly submerged will be filled to the level of the present railroad track thus allowing ample room for the installation of as many tracks as the requirements of the company may call for.

The plan of the company are said to call for the elimination of the two small curves, at the Kanter water tank and at the point where the present railroad enters Pleasant street, and for the construction of practically a straight road bed from the railroad bridge a mile south of the town of Somerset, through Pleasant street, to the point where connection is made with the Boswell extension, near the Stoyestown road bridge.

The construction of the yards will entail a great deal of labor as many thousands cubic yards of earth will be required to fill the bed of Kanter's Dam. It is likely that the work will be done by the Ayre-Shoemaker Construction Company, contractors of the Boswell extension.

DETINNING PLANT

Will Be Ready For Operation First of the Year.

The American Detinning Company, Conneltsville's newest industry, expects to be in operation recovering tin from scrap material and selling the basic metal back to the open market. Furnaces by January 1. The stockholders of the company held a meeting last night and effected a permanent organization.

The directors chosen at the meeting in the Chamber of Commerce rooms last night were: T. Norton, C. E. Houston, W. D. McGinnis, H. S. White, S. R. Goldsmith, J. Fred Kurtz and A. B. Norton, Jr. The directors in turn chose J. Fred Kurtz, President; H. S. White, Vice President and General Manager; C. E. Houston, Secretary and A. B. Norton, Jr., Treasurer.

The detinning is accomplished by an electro-chemical process, the company having taken over the patents of R. S. White. The brick building along South Arch street, formerly used as a bond warehouse, is being remodeled and latest labor-saving machinery installed.

From the start it is expected to treat 20,000 pounds of scrap duty and during 1911 the company expects to treat over 5,000,000 pounds. Besides recovering tin that is almost 100 per cent pure, the company will be enabled to treat the scrap material at the same price it is purchased before treatment.

10,000 PEOPLE

Brought Within Trading Radius of Conneltsville.

That the Indian Creek Valley railroad has opened up a territory with a population of 10,000 and diverted its commerce to Conneltsville is the station following a survey of the country through which the railroad traverses.

The estimate is based on the poll books of the township and is figured at four to the family. As the mountainous areas are noted for raising large families and giving rare suicide no chance at all, this estimate is considered low.

While a number of this population has away, traded in Conneltsville, a majority of it formerly drove over the pike to Mt. Pleasant the Western Maryland county roads no longer better travel than through Fayette to Conneltsville.

The Indian Creek Valley railroad now makes it possible for these people to do their shopping in Conneltsville. During the Christmas holiday season, starting on Monday extra train service is given to enable shoppers to spend the day in Conneltsville, returning home in the evening.

President C. P. Hood expects to have the road running in much better shape after headquarters can be established at Jones Mills for the crews to lay over there.

Appointed Apprentices.

W. J. McGinnis and W. L. Kelly have been appointed apprentices of the state of the late Clair Stillwagon.

RELOCATING ROAD

Of the Western Maryland in the Vicinity of Meyersdale.

Division Engineer Arnold of the Western Maryland has had a corps of leading engineers at work this week making re-surveys of the several proposed routes of the new road through or by Meyersdale. The question of right of way from a point on either side of Meyersdale to which the line has been definitely located, both to the eastward and westward of the town, has not yet been decided. Chief Engineer Pratt was at Meyersdale about a week ago and went over the ground with Mr. Arnold. The latter is now having two distinct surveys made with a view to adopting a location that will avoid expensive right-of-way and dangerous street crossings inside the borough limits.

Either of these proposed lines would take the road through the hill in the vicinity of the widening trough west of the Catholic cemetery. The expense of these two alternative routes, as well as that of the original location through the borough parallel with the Baltimore & Ohio tracks, will be carefully estimated in the next two weeks and a permanent location then be decided upon along the line that will seem most advantageous.

Concrete and kind work has been abandoned almost entirely on sections where construction work has been in progress, on account of the snow and cold weather. Tunnel work and steam shovel work on the deep cuts is proceeding at almost the same rate as before cold weather set in by keeping the steam shovels and tunnel gangs busy through the long winter. It is believed the work will be so far advanced by spring that the grading of the entire line will be entirely completed before the frosts of another winter come.

Big Expenditure.

In the past 18 years it is estimated Fayette county has spent \$150,000 in road and bridge improvements.

The Weekly Courier \$1.00 a year.

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GENERAL MAP

OF THE

BITUMINOUS COAL FIELDS

OF PENNSYLVANIA. 1909-10.

BY BAIRD HALDERSTADT, U. S. S.

Showing the location of the mines, and giving the names and postoffice addresses of the Operators.

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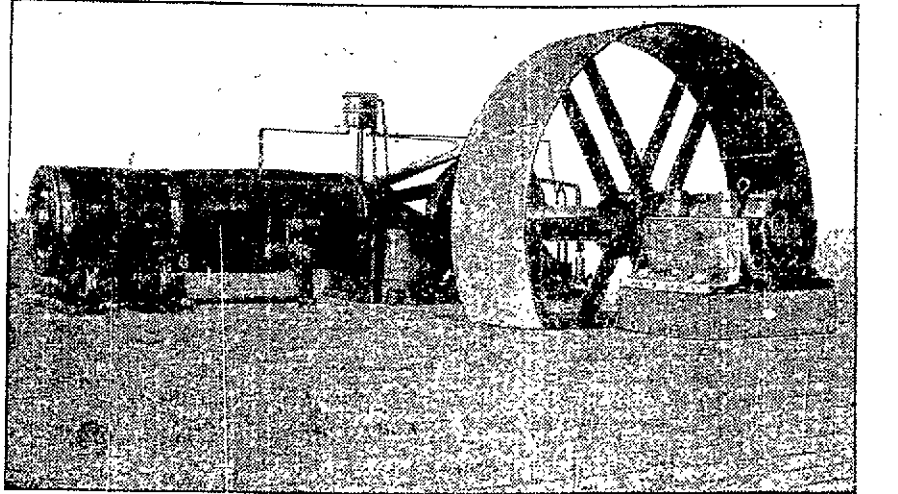
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